CIA-RDP82-00457R001900890<u>006-2</u> Approved For Release REPORT NO.

25X1A

COUNTRY China

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DATE DISTR.

21 October 1948

SUBJECT

Railroads, Manchuria

Economic Information: Communist-Controlled

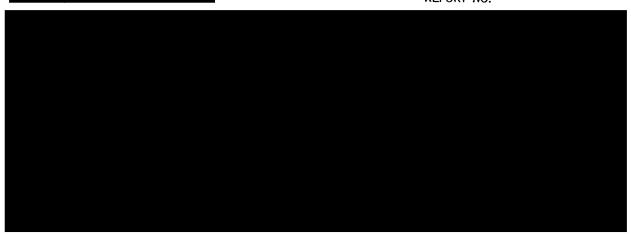
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NO. OF ENCLS. (LISTED BELOW)

SUPPLEMENT TO REPORT NO.

25X1X



Mailroad Schedules and Regulations, Ssupingchieh

- 1. Two freight trains and one passenger train leave Ssupingchieh (124-22,43-11) daily for Tsitsihar. The freight trains leave at 6 p.m. and 11 p.m., the passenger train at 1:30 a.m. The fare on the passenger train from Ssupingchieh to Liaoyuan (123-30,43-30) is \$3,000 Communist currency.
- 2. There is one freight train and one passenger train daily from Ssupingchieh to Meihokou (125-41,42-32). The passenger train leaves at 12 noon and the freight train at 8:30 p.m.
- Train tickets are not sold until the necessary permits are examined by the ticket sellers.
- 4. All merchants must show a tax receipt issued by the Communist authorities before they are allowed to transport goods on the train. These tax receipts are good for a week only, so that if the merchant does not board the train within the time limit he must pay another tax and secure another receipt

Soviet Railroad Personnel, Harbin-Manchouli

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5. Soviet Russian personnel are found at every railroad station between Harbin and Manchouli. There appears to be two stationmasters - one Soviet and one Chinese. There are many more Chinese employees than Soviet employees. When the Chinese Communist authorities were asked why they employed Soviet Russians they replied that they were doing no more than the Nationalists, who had signed 25X1A a mutual assistance pact with the USSR (C-6). Comment. The Chinese Communists were undoubtedly referring to the Sino-Soviet Agreement of August 1945 which covered, among other subjects, the joint Sinc-Soviet administration of the Chinese-Changchun Railway system.)

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